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"Chronicle" is the only the Local Newspayer in

LE'S ADVANTAGES.

Salf is such an expensive game that a Opican't afford to play, sighed

talwars any more, as the children rough. at has on the links with me; we thre any more doctor's bills; and that, I don't have to buy thow what he is eating.

"We Want Good Roads."

(Continued from Page 5.)

but our novel system-as if to checkmate Providence-provides otherwise. As soon as such roads dry up showing \$2,000,000 signs of being fairly serviceable, it is the duty of each pathmaster to turn out, say in the month of June, and to the extent of his ability, with the statute labor at his disposal, plow up the sides of the road in the most irregular manner possible and then with drag scrapers bring the earth towards the centre of the road and there dump it so that each scraper full will stand out separately and alone, making the road surface as rough and impassable as possible. Wherever such earth brought from the side of the grade it appears to be unwritten law that it shall be done by gouging with the scraper so as to leave depressions and pockets, which will hold water. Where a road has been gravelled, but in the spring becomes rutted, with an occasional depression, offering an excuse for repairs, it appears to be the policy of our roadmakers to fill up the ruts with the coarsest gravel obtainable. Wherever there is a slight depression they dump a load of gravel large enough to form a mound. Should these repairs force the traffic to the sides of the road, the work is considered complete, except that it may be thought a further necessity to lay rails, logs, stumps, etc., crosswise on the sides of the roadway, obliging the travel to follow the centre or take another road.

It is absolutely essential to the maintenance of a good and economical system of roads that provision be made by the township for their repair as soon as signs of wear appear. However extravagant it may appear at first sight, the draft required to move the load. ly employed to go over such a mileage ional conditions of very wet and soft of roads as he can attend to, devoting roads. But when wide tires are unihis whole time to the work, there can versally used this objection will disbe no doubt that it would in the end appear, as the increased draft is due be the most economical plan. It is the to the ruts and mud caused by narrow same system pursued by railways in tires. the care of their roadbed, and railway corporations are noted for their economical methods.

way could fill up ruts and wheel tracks width between the inside edges of the ers, and some laborers. the party conwille, first Wednesday in each as soon as they appear, before water open drains, will be ample to accommohas been permitted to stand in them date travel. For the average road, if fine morning to inspect the aqueduct. to assist in deepening them. A decay- the central eight feet is metalled with ed plank would be removed from the gravel or broken stone, it will be sufculvert or bridge before an accident ficient. The depth and width of the was caused thereby; and before the open drains will have to be governed by weakening of the bridge at this point circumstances. Sufficient capacity must had caused other portions to be de- be provided to carry away all surface stroyed. An obstructed drain would water. The depth must be dependent be opened before injury resulted to the also on the fall obtainable. With tile

lated township, although a very expensive work when performed by hand. A crusher can be operated by the steam engine used for a threshing machine which can generally be rented. A crusher will prepare from 10 to 15 cords per day.

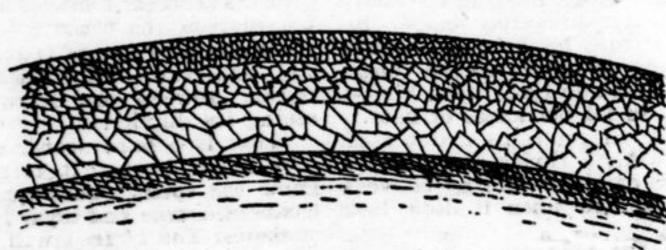
A rotary screen attached to the crusher will separate the stone into grades according to size, ready to be placed on the road in layers, the coarser in the bottom of the road.

WAGON TIRES. It would seem as though in everything the present methods in regard to roads in Canada are contrary to good judgment. Gravel or broken stone is dumped loosely without even spreading, on a badly graded, badly drained sub-soil. In the use of these roads the same recklessness is glaringly apparent. When wide tires have universally replaced the narrow tires which are now found on farm wagons, a great part of the road question will be solvinches in width have only one half of the bearing on the road which would be provided by tires of proper width. By referring to the supporting power of soils discussed in the paragraph on Foundations," the effect of this is more apparent. By the use of a six inch tire, the roadway will support, without yielding, twice the load which it could support with a three inch tire.

Narrow tires cannot be too strongly condemned. They cut and grind the road, plow and upheave it. Wide tires on the contrary, are a benefit rather than an injury to the road inasmuch as they act as rollers to preserve a smooth, hard surface. In some localities wide tires are objected to under the argument that they increase to recommend that a man be constant- This may occur under certain occas-

DIMENSIONS OF ROADS.

For the average country road,



A GOOD ROAD COVERING .- Cross-section.

The largest stones in the bottom and the smallest at the surface, free from sand and clay; and thoroughly rolled.

would be at all times kept in a more centre to the edge of the ditch. serviceable condition; and of greater importance, repairs would be made in time to save the road from injury time to save much labor and expense

in making possible repairs. Some municipalities have adopted the plan of employing a foreman and couple of laborers to devote their whole time to the roads of a district or township, and in such cases, a grader and other road machinery is employed. Whatever the details of the system, the principle should be the same throughout, that wear must be repaired as soon as signs of it appear, if economy

ROAD GRADERS.

A road grader is one of the most necessary implements for a township to possess. To depend upon manual labor for the first grading of roads, and the repair of others that require reshaping is a useless waste of labor and money. Improved road machinery is as great a saving in roadmaking as is the self binder or the steam thresher in farming operations. To neglect to use a road grader is as unwise as it would be to return to the old time cradle and flail. If every ratepayer took the same personal interest in the roads that he does in his farm, no municipalities would be without modern machinery for road work. The grader in the hands of a skilful operator will do the work of fifty to seventy-five men in grading and levelling the road-

A ROAD ROLLER.

town streets it is indispensable. To side of the roadway and at regular thoroughly consolidate the gravel or intervals catch basins should be placed stone into a smooth, hard layer, before to arrest the flow of water in these it can be mixed up with the sub-soil, gutters leading it into the tile underrenders the surface coating more our- drains. able and serviceable in every way. A steam roller of ten tons is too expen- crowned. This will draw the water sive for the majority of rural municipalities, but in some instances town-ships could rent from a town in the district, which owns one. A horse roll- ruts. er of six or eight tons is less expensive and some municipalities may see fit to purchase. In the construction of broken stone roads the loose stone conbroken stone roads the loose stone state loose stone broken stone roads the loose stone state loose state lo Solidates under trailed lead relief r

A STONE CRUSHER.

Wherever good gravel cannot be had, Wherever good gravel cannot be stone for crushing is obtainable, where stone for crushing is obtainable, where stone for crushing is obtainable, where stone for crushing is most useful. Stone about his game. He talks so a stone crusher is most useful. Stone about his game at dinner that can be broken by this means at a price two poisons will act as antidotes to can be broken by this means at a price each other. within the range of every well-popu- each other.

roadway. Loose stones would be re- underdrains, deep open ditches are not do the same, but the laborers were moved from the road where they are needed to drain the road foundation: rolling under the wheels and the feet | The use of tile does away with the of horses. Loose gravel and stone would | deep and dangerous open ditches which be kept raked into place until it had may otherwise be necessary. The crown become consolidated. By these and of the road should be such as to give many other simple means the roads a fall of one inch to the foot from

HILLS.

Hills are among the difficult portions which could not be remedied; and in of the road to construct, and are a constant source of expense for repairs. The reason of this usually is, that the drainage is imperfect. Water brought long distances in open drains by the roadside, and poured over the hills, frequently to flood over the whole surface. It is not uncommon to find the centre of the road over the hill lower than the open drains at its sideif there are drains at all. The natural result is that washouts are constantly occurring. For conditions of this kind the simple remedy is to dispose of the water before it reaches the hill, by conveying it through the adjoining fields if necessary. The probability is that the greater amount of water has been carried in deep ditches past watercourse after watercourse in order to dispose of it over the hill; thereby avoiding the necessity of constructing drains through farm land in the natural watercourses. The secret of successful drainage with respect to roads, is to dispose of water in small quantities before it can gain force and headway. Another common occurrence is to find water oozing from the surface of the

road on hills. This is especially noticeable after the frost leaves these spots. The surface is soft and spongy and is cut readily by wheels. Such hills should be drained by placing a line of tile down each side of the roadway between the gutter and the gravel carrying these underdrains to proper outlets. Cross drains should be laid in the wet spot leading to the side under-A most valuable implement in road drains in a diagonal course. Well con-On caved gutters should be made on each

The roadway on a hill should be well quickly to the drains at the side of the

To Be Continued.

GOOD OUT OF EVIL.

Patient-I'm afraid I am poisoned, mushrooms at a table-d'hote dinner. Doctor-Did you drink the wine that

was served with it? Patient-Yes. Doctor-Then you'll be all right. The

TWO ROMAN BRIGAND TALES.

The Venus of Tivoli and the Surprise of Signor Romanin.

Brigands have begun to appear again in the Roman Campagna, and reports of the robbery of persons taking trips outside the city walls are becoming common. A young widow, well known in society at Rome, has been the victim of an embarassing adventure in consequence, She went for a day's outing to Tivoli, accompanied by a gallant cavalry officer, who had been courting her, and stayed so late that she lost the last train back to Rome. After hunting around for some time her companion succeeded in finding an old-fashioned post-chaise and a man to drive. They started late at night, but after a few miles were stopped on the ed. Narrow tires of two and one-half highway by five men, who demanded their purses and watches. Unfortunately the officer undertook to resist. This angered the brigands, and, after overpowering him, they stripped the two travellers of every scrap of clothing and put them in the chaise and ordered them to drive on. They reached the city gates after 1 o'clock at night, and there were inspected by the Customs House officers, who, after making sure that they were concealing nothing contraband on their persons, kindly provided them with a few indispensable garments. Gossips got hold of the story, and now the unlucky widow is known in Rome as the "Venus of Trivoli." A different story comes from Gros- Contains . .

seto, in the swampy lands near the sea, on the railroad between Rome and Leghor, Grosseto lately had waterworks and an aqueduct constructed, but differences arose between the town authorities and the contractors as to the quality of the work, and a commission was appointed to settle the difficulty, with Signor Romanin, Deputy in Parliament, as Chairman. Signor A man constantly employed in this graded roadway twenty-four feet in Romanin, with the other commissionsisting of thirteen persons, set out one They had entered a path six feet wide, running between the aqueduct and the River Ombrone, when they noticed a young man with a double-barrelled gun some distance ahead. When they got near him he brought the gun up to his shoulder and quietly asked them to get together 1,000 lire at once or he would fire. The commission nearly tumbled over backward, but as no one showed any inclination to fight and the path was too narrow for fight, diplomacy was brought into play and an offer of 100 lire was made. The brigand, however, treated the offer with "You are very fine gentlemen," said he to Romanin, "one of the deputies who steal millions. Fork out what you have about you, otherwise I won't give you time to say a 'Hail Mary.'" The deputies hastily poured out the contents of his pocketbook on the path, and was allowed to go to the rear. One commissioner after another was then called out to spared. The party then withdrew a few hundred yards back, and, turning around, saw the robber shake out their pocketbooks and take the money. "Not all occupations where they can be even 1,000 lire (\$200) in the whole pack, advantageously employed.

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line for the first insertion; 3 cents per RATES . . . line each subsequent insertion-minion measure. Professional cards, not exceeding one inch, \$4.00 per annum. Advertisements without specific directions will be published till forbid and charged accordingly Transient notices-"Lost," "Found, 'For Sale," etc. - 50 cents for first insertion, 25 cents for each subsequent insertion. All advertisements ordered by strangers must be paid

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W. IRWIN,

EDITOR AND PROPRIETOR.

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and market reports accurate.

barely 750. I am ashamed to have had anything to do with you!" he shouted at them, turned his back on them, and soon disappeared in the swamp thickets. The commission then went back. picked up its emptied pocketbooks, and returned to Grosseto, refusing to continue the inspection of any more of that aqueduct.

DEAF AND DUMB CORPS.

A deaf and dumb corps of the . Salvation Army has been organized in Stockholm, Sweden. The members meet four times a week, and it is quite interesting to watch the movements of the fingers when an interesting theme is being discussed.

GIRLS IN GERMANY. In Germany and Holland girls are chosen in preference to young men in

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We beg to inform our customers and the public generally that we have adopted the Cash System, which means Cash or its Equiv alent, and that our motto will be "Large Sales and Small Profits."

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